

HOPE FOR BLINDED SOLDIERS.
Noble work for France's unfortunate heroes being directed by an American woman. Read the story
IN THE SUN NEXT SUNDAY.

One



Two

THE WEATHER
Fair to-day, dimming with rain and warmer to-morrow.
Highest temperature yesterday 59. Lowest, 39.
Detailed weather, mail and news on page 10.

VOL. LXXXIII.—NO. 126.

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PRICE TWO CENTS.

WOOD RESIGNS TO GOVERNOR FROM P. S. C.

Whitman Accepts Resignation, Which Goes Into Effect at Once.

SEES USEFULNESS
ON BOARD AT AN END

Commissioner's Action
Thought to Mean Finish
of Thompson Inquiry.

Authentic information was received in New York last night that Public Service Commissioner Robert Colgate Wood had resigned to Gov. Whitman, and that the latter had accepted his resignation, which takes effect immediately.

The resignation was taken to the Governor late last evening by Commissioner Wood's secretary.

Commissioner Wood's secretary left New York last night on a 6 o'clock train and when he arrived in Albany, according to word received, he went at once to the Executive Mansion and had an interview with Gov. Whitman. A friend of Commissioner Wood's in this city learned by telephone later that the secretary had presented the Commissioner's resignation and that it had been accepted.

Explains His Actions.

It is understood that the resignation was conveyed to the Governor in a letter written by the Commissioner. It was a long communication explanatory of his actions on the commission, and assuring the Governor that the recent charges which have been made against him at the Thompson committee's hearings have no force or effect.

Only the last of Commissioner Wood's letter could be learned here, but it is known the Commissioner told the Governor that because of the fact that the committee had attacked him in such a manner he believed his usefulness as a member of the commission was at an end. Therefore he considered it better to resign.

Gov. Whitman, when he read the resignation letter, wrote a courteous reply to Commissioner Wood in which he accepted the resignation, and took effect at once. The Governor stood in his response that he appreciated the Commissioner's motives, which prompted his resignation, and agreed with him that in terminating his connection with the commission he had followed the proper course.

May Halt Thompson's Work.

It is believed that the resignation of Commissioner Wood means an end of the work of the Thompson investigating committee. With Mr. Wood's resignation, and Wood out there is no other member of the commission left to investigate. Mr. Clark's term expires February 1. Commissioner Wood received his appointment from Gov. Hylan on May 19, 1914, to succeed John E. Burtis and in place of George M. S. Schulz of The Bronx, who declined the job. Wood had the support of the Tammany organization in the Bronx. Commissioner Wood's action in regard to certain signal contacts in the dual subway system was the subject of inquiry of the Thompson committee. He also had an unpleasant time of it when the joint legislative committee investigated the Public Service Commission a year ago.

Commissioner Wood is 46 years old and before his appointment was a banker with offices at 43 Exchange place. His home is in Riverdale, The Bronx.

BRIBE DENIALS MADE.

Thompson Committee Questions Head of Signal Company.

William R. Wilcox, who used to be chairman of the Public Service Commission, was permitted to ask questions yesterday of W. W. Salmon, president of the General Railway Signal Company, who was before the Thompson legislative committee. He asked just four of them, bringing to the front the very things that the committee had been trying to get at all afternoon, but which to one seemed to think he ought to ask of Mr. Salmon.

Mr. Wilcox, who appeared as counsel for the General Railway Signal Company, simply asked Mr. Salmon if he ever offered a bribe, ever promised one, ever authorized any one to bribe a Public Service Commissioner, and whether he was ever solicited for a bribe by a Public Service Commissioner or any one representing any of the rapid transit lines in Greater New York. Mr. Salmon returned a negative to each of the questions.

Senator Thompson said yesterday that he would have Commissioner Wood on the stand again this morning, but Mr. Wood's resignation is likely to cause a change in this plan.

Raymond E. Dodge, a patent attorney for the General company, insisted that he be heard by the committee. He related, so far as he knew, all about the sounding of speed control devices by the General company. Mr. Dodge said his company never had done anything that wasn't just right.

The committee put into its record a great deal of testimony respecting the present order of the Public Service Commission governing the installation of electric meters.

LIQUOR "ADS" BAR MAGAZINES.

Washington Won't Let Her Citizens Read of Bottled Joys.

SPOKANE, Wash., Jan. 3.—Because of liquor advertising within their covers hundreds of periodicals disappeared from Washington newspapers today. In accordance with the new prohibition law effective Saturday last, some of the dealers got around the law by tearing out such pages as carried prescribed advertisements.

A distributing agency announced that several publications would issue editions not containing liquor advertising for sale in Oregon, Washington and Idaho.

"NEW YORK & FLORIDA SPECIAL." First train to Florida leaves New York at 12:15 P. M. daily. Electric heated. Dining Car. Office, 629 Broadway, 2nd floor.

HOSPITAL HOLDUP NETS \$3,500.

Chicago Robbers Arrive on Pay Day in True Wild West Form.

CHICAGO, Jan. 3.—Two robbers armed with revolvers ran into the office of St. Luke's Hospital late today and held up Miss Mary Tobin, cashier, and compelled thirty nurses to hold up their hands. They escaped with a cash box containing \$3,500.

It was pay day at the hospital and Miss Tobin had \$3,000 in her custody. She had paid out about \$1,500 when the robbers entered and found the line of waiting nurses and other employees. "Up with your hands or you'll get shot!" was the order of one of the men.

It was Miss Tobin who notified the detective bureau. That was two or three minutes after the holdup. All the employees were so astounded by the suddenness of the holdup that they did not move for a time.

GIRL'S ANKLES SAVE 2 LIVES.

Boys Hauled to Safety After Breaking Through Ice.

Miss Rose Kraus, 18, daughter of Dr. and Mrs. Louis L. Kraus, 3494 Fort Independence street, Kingsbridge, rescued two boys from drowning in one of the ponds at Van Cortlandt Park yesterday morning.

Clarence Carpenter, 12, and his brother John, 10, who live at 60 Arthur street, Yonkers, had been forbidden to go on the ice. But John decided to try the ice on a pond known as the Swamp. He dropped off a bridge that spans the pond. The ice broke and he went into the water. Clarence dropped on the ice to rescue his brother, and he too went through.

Miss Kraus saw the accident. She climbed over the railing of the bridge, lowered herself until her feet almost touched the boys, and then shouted to the boys to "catch hold." With the two boys holding on to her ankles Miss Kraus pulled them to safety.

SCHOOLS HERE FEMINIZED.

Also Those in Boston, Declares Dr. Hugh Cabot.

Boston, Jan. 3.—Public schools in Boston and New York are too much feminized, Dr. Hugh Cabot told the Congregational ministers today. "Boys are educated under the direction of a female teacher, whereas they should be placed under the charge of a male teacher," he declared. "The boys should be taught by women and not by men."

"You will find the schools of New York too much feminized. The same thing is happening to the schools of Boston and throughout the country."

"A woman does not understand a boy. The psychology of the boy's nature cannot be grasped by a woman teacher, and in precisely the same way the girl must not come under the teachings of a man."

TO PAY CASSIDY'S FINE.

Editor M. T. McNamara Will Effect Former Boss's Release.

Michael T. McNamara, editor of the Par Review, a close friend of Joseph Cassidy, former Democratic boss of Queens county, announced last night that he would send his personal check for \$1,000 by special messenger to Great Meadows prison this morning to pay the fine imposed upon Cassidy when he was sentenced for selling a Supreme Court nomination to William Willett. Willett's family, it is expected, also will send money to pay his fine in a few days.

Willett and Cassidy completed their jail term a few days ago. As soon as their fines are paid they will be released. Cassidy will probably leave the prison to-morrow if his fine is paid today.

1 TO 2 1/2 U. S. GOES TO WAR.

London Underwriters Jump Rates From 25 to 40 Per Cent.

LONDON, Jan. 3.—Underwriters who hitherto have quoted 25 per cent. as against war between the United States and Austria to-day advanced their figure to 40 per cent.

The prediction was made that any increase of business would result in a further increase of the rate.

CHICAGO GRIP WEEK KILLS 1,112.

New Plague Takes Heavier Year's Toll Than All Other Diseases.

CHICAGO, Jan. 3.—During the last week of December 1,112 persons died in this city of grip and pneumonia, breaking all previous records.

The new ailment caused more deaths here in 1915 than all other diseases combined.

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OIL SHIP BLOWS UP; 2 DEAD; 10 MISSING

Some Men Thought Trapped in Fire Room After Week-Long Explosion.

7 INJURED; 3 MAY DIE

Thirty-seven Men on Vessel When It Is Ripped by Gases in Erie Basin.

The Norwegian steamship Aztec, an oil burning freighter which recently carried a cargo of gasoline to France and was soon to depart with another load, blew up in her slip in the yard of the Robins Dry Dock and Repair Company, at the foot of Dwight street, South Brooklyn, yesterday afternoon. Two men are known to have been killed and seven are missing. Three of the seven injured men who were taken to the Holy Family Hospital are likely to die.

Although nobody has been found who knows just what caused the explosion, which spouted workmen and sailors into the air in a geyser of flaming oil, hatch covers and fragments of steel plates, there is no suspicion that it was the work of the war plotters. Upon this point Capt. Tunney of the Manhattan police bomb squad, Fire Marshal Brophy, Police Capt. Conboy of the Brooklyn avenue station, the Robins company officials and officers and agents of the ship are agreed. It is supposed that a spark touched off gaseous vapors from the tanks in the vessel or in the bilges. But as to where the spark came from there is as yet no indication.

The Dead.
DOMESTIC, James, 42 years old, who lived at 81 Coffey street, Brooklyn, with his wife and seven children. He was foreman of the Robins workmen who were overhauling the Aztec.
JACOBSEN, Ole, Norwegian, fireman of the Aztec.

The Missing.
Robins company employees, J. Collins No. 2, H. Sherman, C. Swanson, O. Nelson.
Crew of the Aztec: Henrik Krug, third engineer; Just Schibler, fourth engineer; O. Anderson, donkey engineer; Raymond Alvarez and D. Souchy, firemen.

The Injured.
The three injured men whose burns and other hurts are likely to prove fatal are:
MORONEY, Matthew, fireman for the Robins company, of 599 Loquer street, Brooklyn.
ANGELONE, Joseph, machinist's helper, of 455 Fifty-ninth street, Brooklyn.
RASMUSSEN, Charles, Norwegian cook. Four others who were at the Holy Family Hospital were able to go home.

The Aztec, returning from Bordeaux on December 21, was overhauled in the Robins dry dock and on January 1 was taken to the adjoining slip for minor repairs. The empty cargo tanks were cleaned with acetylene. In order to make sure that no dangerous gases remained, a chemist for the Robins company took samples of the air in various parts of the ship yesterday morning and reported, according to Andrew McLeary, the company's superintendent, that the men could work in safety.

There were thirty-seven men on board at 1 o'clock, twenty of them Robins company men, and seven of them were from the Aztec. The captain, Edward Hilleisen, was ashore. There was no fire on the vessel except the oil flare under the boiler of the donkey engine near the fire room, which ran a small dynamo. All of those who might be able to tell what really happened are now at the point of death, but others who were on the ship said that the explosion was in the fire room or the engine room. There was no oil tank within twenty feet, the nearest of the four tanks that contained the ship's supply of fuel being separated from the fire room by a water filled cofferdam.

The cargo tanks, which have a capacity of 2,500 tons, were empty. At 1:25 o'clock workmen on the dozen other ships in the yard and the crew of tugboats that were scouring through Erie Basin heard the roar of the explosion.

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FORD PILGRIMS TO DISBAND NEXT WEEK

Will Leave for U. S. on Jan. 12 —To Travel Through Germany to Hague.

WAR RULES ARE IMPOSED

Documents, Cameras, Picture Postcards and Gold Barred on Train Trip.

Special Cable Despatch to The Sun.

COPENHAGEN, Jan. 3.—The disbanding of the Ford peace party at The Hague on January 12 will mean the end of the mission so far as the support and the organization of Mr. Ford is concerned. Mr. Ford has arranged to pay the passage home of everybody, but those who want to remain at The Hague will go via Germany to The Hague, leaving Friday, through arrangements made by the party. Present expectations are that the party will return to New York from Rotterdam on January 12. Those appointed on the party, peace board will remain at The Hague. The Ford peace expedition is going to travel to The Hague through Germany, but the delegates will be locked in the train like prisoners and will not be permitted to get foot on German soil.

Permission to make the trip to The Hague over German territory was granted by the German Government through arrangements made by the German Consul here. The State Department at Washington has already refused to extend the passports of the members of the party to include a belligerent country, and Gaston Plantiff, Mr. Ford's business manager in charge of the party, has refused to take any money for the trip in addition to the regular charge.

And now with the necessity of undertaking a trip to The Hague by steamship through the dangers of the North Sea, the delegates are busy making ready to comply with Germany's conditions for the railroad journey.

These conditions not only include locking the delegates in their coaches, but also make it impossible for them to carry with them any written, typewritten or printed papers. The delegates are also to give up their cameras, postcards, opera glasses and gold coin before starting through Germany. Each delegate must furnish four extra photographs of himself, two to be sent to Berlin and two to remain with the Consul.

Most of the baggage of the expedition will be shipped back to the United States from Copenhagen.

Ford Pilgrims Warned.

Each member of the expedition must have a passport in person at the German consulate in Copenhagen. The members were called together today and warned by the present leaders of the expedition that all the German conditions must be carefully observed. They were told that failure to comply with the conditions laid down would result in the expedition being abandoned to the mercies of the German authorities.

Another lively tilt occurred among members of the party here on Sunday in the course of which Sam Clark, traveling companion of Gov. Hanna of North Dakota, threatened to pull the Rev. Dr. Jones asked that question when the Governor was in a serious condition and that his interest was purely artificial and that if he asked the question again he would pull his whiskers.

The Rev. Charles P. Aked, who remained in Stockholm suffering from nervous prostration, has wired the party that he will join it later.

The arrangement whereby the peace

Continued on Third Page.

U. S. TO CALL UPON ALL TEUTON ALLIES TO END ILLEGAL UBOAT WARFARE

Will Ask How Far They Mean to Observe Rules of International Law.

SUBMARINES SINK

FOUR MORE SHIPS

Entente to Be Urged to Bar Mounted Guns Upon Passenger Ships.

CONGRESS TO ACT:

WILSON BACK TO-DAY

German and Austrian Embassies Declare Break Is Unlikely.

WASHINGTON, Jan. 3.—Although admitting that the continued submarine activities in eastern Mediterranean waters are evidenced by the reports today of the sinking of the British merchant vessel Glenkiln and the Japanese steamship Kenkon Maru may make impossible a satisfactory explanation of the destruction of the liner Persia, State Department officials are hopeful that out of the situation may spring a new understanding between the United States and the Teutonic allies on the subject of submarine warfare.

Such an understanding will be aimed at in steps which the United States, it is intimated in official quarters, is about to take in calling for a general statement from all the Central Powers, including Turkey and Bulgaria, as to exactly how far they mean to observe the rules of international law.

Guns on Liners Opposed.

In the same quarters it is regarded as more than probable that in the near future the United States Government will approach informally the Teutonic allies with a view to getting them to agree henceforth to permit no guns to be mounted on passenger liners.

The purpose of both the moves, now under consideration, is a responsible official says, is to safeguard the lives of American citizens who may be compelled to take passage on the high seas in belligerent ships. This end is attained, it is said, the sinking of the Persia, tragically as it was in the enormous toll of human life, may after all prove a blessing in disguise.

President Wilson is speeding back to Washington on a special train from Hot Springs, Ark., where he has been spending his honeymoon. He will reach Washington early to-morrow morning and will take charge of the entire situation.

It is also probable that he will confer with Secretary of State Lansing, who is expected to arrive here to-morrow, and with the Senate Committee on Foreign Relations. It is likely that the President will make a general airing of his views on the sinking of the Persia to the House and Senate.

At both the Austrian and German Embassies here the prediction was confidently made that the sinking of the Persia will not lead to a break. Neither party has been able to get the confirmation being received from the reported sinking of the British freighter Glenkiln, nor of the Japanese steamship Kenkon Maru. Unless Americans hear of these two vessels, however, the United States can have no interest in their fate, officials explained.

Zwiedinek Calls on Lansing.

Baron Zwiedinek, chargé d'affaires of the Austrian Embassy, called on Secretary Lansing this afternoon. According to State Department officials, details that might have been received by the Department regarding the attack on the Persia, from other sources, however, were merely to give the charge expressed confidence that if it is shown that the liner was sunk without warning by an Austrian submarine, the Austrian Government will not hesitate a moment to disavow the act, punish the commander and make reparation. Baron Zwiedinek is said to have assured Lansing that it is the purpose of his government in every way to live up to the rules of international law as embodied in Austria's reply to the American note on the sinking of the Ancona.

In State Department circles officials are careful to state that so far the American Government has no definite principle of international law concerning submarine. It is regarded as significant, however, that Ambassador Penfield at Vienna has been instructed to make inquiries of the Austrian Admiralty.

Despite assurance given by Germany and the full indorsement by Austria of the principle of international law concerning submarine, the United States, President Wilson and his advisers, according to reliable information obtained from the State Department, are convinced that if further tragedies or complications are to be avoided the United States must have a complete and uniform expression from all the Teutonic allies as to how far they are prepared to stand by the rights of neutrals.

Germany's Guarantees.

This, officials say, appears to be necessary from what actually has occurred in the development of the submarine issue. First, they say, it was Germany whose operations with the submarines were dragged into the United States into the vortex of the European war. When relations between the United States and Germany reached a breaking point, it is pointed out, Germany gave assurance that she would conduct her submarine warfare in accordance with the letter of the law. As a result of these guarantees

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169 on Persia Saved; No Tidings of McNeely

Eleven Survivors Landed at Malta—Four More Ships Sunk in Mediterranean, Including a Second P. and O. Liner.

Special Cable Despatch to The Sun.

LONDON, Jan. 3.—Eleven survivors of the Persia, including Lord Charles Montagu, have arrived at Malta. The others are two Englishmen, an Italian and seven Lusitans.

With the 158 survivors landed at Alexandria this makes the total saved, so far as now known, 169 and it is believed that this represents the entire number who escaped death when the P. & O. liner was sent to the bottom on Thursday last.

Little hope is now held that Robert N. McNeely, American Consul at Aden, who was last seen struggling in the water after the sinking of the Persia, has been saved. Consul-General Skinner here has given up all hope and to-day cabled Consul Carrelis in Alexandria to obtain a sworn statement from Charles H. Grant of Boston, who is believed to be the only American survivor.

Apparently the death list of the sunken ship will run between 200 and 300.

Reuter's Cairo correspondent sends the following: "The liner sank so quickly that there was no time to launch the boats. Waves soon enveloped the deck and swept the passengers and crew into the sea. Mr. Bigham was standing on the deck beside Miss Hughes. He was suddenly swept into the sea and sunk. On coming up he bumped against a boat and thus was saved. Two other boats which were seen to be launched are missing. There is little hope that further survivors have been rescued."

NO PANIC ON PERSIA.

Officers Hide Idea That a Mine Sank the Liner.

ALEXANDRIA, Jan. 3.—Survivors of the British liner Persia landed here today positively assured that the liner was sunk by a torpedo. The idea that a mine might have caused the disaster was rapidly dismissed. A loss of 210 lives was reported. The second officer declares that he saw the white wake of the torpedo.

The rumor of a panic on board ship was denied by Leonard Moss, one of the British survivors. Moss laid the heavy loss of life to two things: First, the fact that the Persia sank in less than twenty minutes; second, the fact that the passengers were at lunch at the time of the explosion.

"No one was thinking of submarines," he said, "when the liner was struck. I heard a loud boom, then a cracking sound. It seemed only a second before the ship began to list."

"Three of us on deck rushed for the boats. The crew could do nothing with the boats on the starboard side because the heavy list made it impossible to run up from below, women and children crying, but there wasn't any wild screaming and they seemed pretty cool."

The first two at the away all right. The next one rolled over on its right. The next one rolled over on its left. The waves kept bumping the boat against the steamer's side, threatening to capsize her, and she tried to pull away. The next two boats got clear just before the Persia was done."

Mr. Moss was swept off the deck of the liner by the waves just before she sank. He was carried a short distance by the waves and was picked up later.

BRITISH CAPTAIN A HERO.

Rescuer of Clot Survivors Disregarded U Boat Peril.

Special Cable Despatch to The Sun.
PARIS, Jan. 3.—Capt. Leveque of the French steamship Ville de la Clot, which was sunk in the Mediterranean recently with the loss of ninety-two lives, was honored with the Croix de Guerre.

Special Cable Despatch to The Sun.

PARIS, Jan. 3.—News has leaked out of Berlin that the Kaiser is not suffering from a malignant carbuncle, but from an alarming eruption of the skin which is feared to be a symptom of cancer. His lips have been particularly affected and the surrounding tissues of his mouth and throat are becoming involved.

The experts called into consultation are not in agreement as to the diagnosis and form of treatment. They are yet undecided whether or not to perform a surgical operation, but most removal of the affected parts should be found to be indispensable to an artificial palate is held in readiness.

HAS LENT \$2,000,000,000.

England's Advances to Her Allies an Enormous Total.

LONDON, Jan. 3.—It is estimated that in the last year Great Britain has advanced £400,000,000 (\$2,000,000,000) to her allies.

SOUTHERN RAILWAY'S AFFAIRS "AUGUSTA SPECIAL."

For Columbia, Allen, Johnson, L. V. N. Y. daily 1:05 P. M. Compartment, drawing room and section Pullman. Dining car service. N. Y. Office—141 Fifth Ave.—Adt.

Continued on Second Page.

RUSSIANS GAIN IN NEW DRIVE NEAR RUMANIA

Are 35 Miles Inside the Galician Frontier, Menacing Cernowitz.

FAIL TO PENETRATE

AUSTRIAN LINES

Vienna Tells of Repulse of

Muscovites at Top-

erontz.

CZARTORYSK CHIEF

OBJECTIVE IN NORTH

Czar's Army Hopes to Get

Astride Important

Railway Line.

Special Cable Despatch to The Sun.

LONDON, Jan. 3.—The Bukovina, the province of Volhynia and the western part of Bessarabia constitute the battleground of violent fighting between two huge armies, Russian and Austro-German, which began nearly a week ago and is still in full swing, with the Russians the attackers and with Rumania's eventual aid the prize.

In the Bukovina the battle centres around Cernowitz, capital of the crownland. Here the Russians yesterday stormed a height and are apparently making slow but steady headway. In Volhynia a battle has been proceeding for the last five days on the Styre and on the Bug, north of Czartorysk, and as far as the Pripiet marshes. Czartorysk, in the Kovel-Sarny sector, has been hotly contested for months. Never since the Galician battles in the earlier stages of the war has the fighting for this point been so bitter as in the present struggle, which is still undecided.

Only by wresting from the Teutons the Volhynian fortresses Dubno and Lutsk will the Russians be able to undertake a new campaign against eastern Galicia on a larger scale. Brest, the third stronghold, is still held by the Czar's forces.

At the Russian Supply Line.

The Russian offensive in Volhynia therefore is aimed at gaining the entire Kovel-Sarny sector of the Brest-Litovsk-Kieff railway, thus cutting off the essential Teuton supply line, and then driving southward in a flanking movement against Lutsk and Dubno.

The Austro-German forces, on the other hand, by decisively defeating the Russian drive in the Bukovina, would gain a new campaign against eastern Galicia on a larger scale. Brest, the third stronghold, is still held by the Czar's forces.

Field Marshal von Mackensen, who conducted the Teuton invasion of Serbia, has been ordered to take the chief command of the Austro-German forces in Galicia, and to drive the Russian movement against Lutsk and Dubno.

The Russian army which is hammering the Austrians defending the approaches to Cernowitz is commanded by Gen. Alex. Samoylovich. He is well equipped and provided with enormous stores of ammunition recently furnished by England, the United States and Japan. The attacks, despatches from the front say, are made in close formation.

On the east Galician front, which with the Bessarabian sector, stretches close to the Russian border, the Russian army is chiefly southward of Tarnopol, on the middle and upper Styra, the bridgehead of Bukovina and further beyond Winnytsa to reach the Hertz. Here the Russians are endeavoring to make headway toward Lemberg and capture that city.

Cernowitz is considered by military experts the "key" to the Carpathians. Its capture by the Russians would compel the Teutons to abandon their positions near the Rumanian frontier.

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